

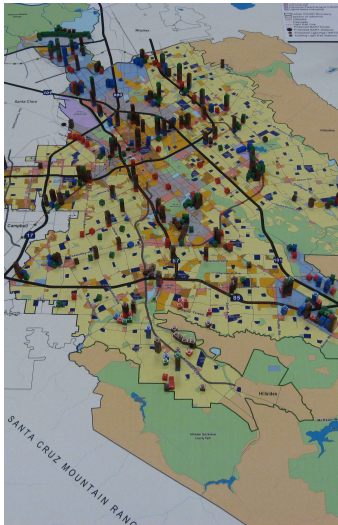
Envision San Jose 2040

Report on Community Workshop Series #2

**Camden Community Center
September 3, 2008**

**Edenvale Branch Library
September 4, 2008**

**Berryessa Branch Library
September 6, 2008**



Community Workshops Summary

In early September 2008, staff conducted a series of community workshops as part of the Envision San Jose 2040 General Plan Update process. Community Workshops were conducted at different locations throughout the City on three separate dates. On September 3, the first public workshop was held at the Camden Community Center, the second was on September 4 at the Edenvale Branch Library, and the third was on September 6 at the Berryessa Branch Library. The purpose of the public workshops was to obtain feedback on the draft Vision Statement and Land Use/Transportation Scenario Guidelines developed by the Task Force, and to obtain input on how and where future growth could occur throughout the City. Overall attendance at all three workshops totaled nearly 100 individuals from all parts of the city, many of whom had not participated in a similar planning exercise in the past. Among those who attended, thirteen Task Force members participated in at least one workshop.

Summary of Workshop Input

Reactions to the Scenario Guidelines developed by the Task Force were generally supportive, although some commented that too much emphasis was placed on the downtown, and not enough on the smaller villages and centers throughout the City. Participants were in agreement that the Urban Growth Boundary should be maintained, and natural open space and riparian corridors preserved and rehabilitated. Community health issues, including planning for health facilities and creating pedestrian-friendly neighborhoods, were also mentioned by participants.

For the interactive portion of the workshop, participants were tasked with distributing projected growth throughout the City. The projected growth numbers used in this exercise were based on the projections developed for Envision San Jose 2040 by Steve Levy of the Center for the Continuing Study of the California Economy. The projections prepared by Mr. Levy estimate that, by 2040, the City of San Jose will add 471,000 new residents and 172,000 new jobs. Lego pieces of different colors, representing projected housing (brown) growth, job (blue) growth, retail and community services (red), and parks (green), were placed on a base map of the City. The choices of geographic location and density of Lego pieces were decided within each group, with the one requirement that all pieces representing housing and job growth be placed on the City map.

The resulting maps varied widely, from even distributions of new jobs and housing across the City to concentrated growth around defined nodes and corridors. Commonly identified growth areas included: Downtown, transit corridors (Alum Rock Avenue/Santa Clara Street, Capitol Avenue/Expressway, Vasona/Southwest Expressway, North First Street, Guadalupe Corridor), North San Jose, Edenvale, Communications Hill, and the Monterey Corridor. One commonality between most of the groups is that the housing, employment, parks, and retail and community services Legos were often not segregated into distinct areas but were mixed together in the same areas. In locations like Downtown and North San Jose some participants stacked different colored legos on top of each other, implying a vertical mixing of uses.

Additional workshop exercise comments related to jobs and housing growth generally, but also identified policy options for specific areas of the City as well. The creation of neighborhood villages and new employment areas near existing residential neighborhoods was a commonly

occurring theme among discussion groups. The Eastridge/Reid Hillview Airport area was identified as an opportunity site for further redevelopment and intensification. A majority of groups regarded hillsides as off-limits to further development. Limited growth was envisioned for the developed portion of Almaden Valley; however many participants identified the need for a neighborhood village or center in this area. Opinions on the future development of Coyote Valley were mixed, with the largest share of the groups leaving Coyote undeveloped, a few groups placing growth in North Coyote and/or within the Coyote Valley Urban reserve and a large number of groups not able to reach consensus on whether or not to develop Coyote Valley.

To review all of the input from each discussion group in this Workshop Series, and to see a photograph of the results of each group's lego exercise, see the attached Appendix.

Next Steps

Input from these three workshops will inform the development of Land Use/Transportation Scenarios by the Envision San Jose 2040 Task Force and staff. The process to develop up to four different Land Use/Transportation Scenarios will occur between November of 2008 and April of 2009. Each scenario will identify a different strategy to accommodate projected population and job growth. Once developed, each of the scenarios will be analyzed for its economic, fiscal, and environmental impacts, including traffic and green house gas emissions. The scenarios will also be analyzed for their degree of consistency with the Draft Vision Statement and the Land Use/Transportation Scenario Guidelines.

Appendix

Table Exercise Notes and Photographs

FLIP CHART TRANSCRIPTION
Table Exercise Notes
Camden, Wednesday, September 3, 2008

Table 1.

- Let's figure out where to put jobs then place housing around it.
- Add more jobs downtown while respecting the needs of San Jose International Airport (building height limits).
- More jobs in Edenvale and Evergreen.
- Industrial jobs and high density housing in Coyote Valley.
- Mixed use residential/commercial on Alum Rock and light rail corridors.
- Utilize surplus public land (i.e. closed school sites) for commercial/jobs.
- Hiking trails on the hillsides. A regional trail.

Table 1



Table 2.

- Create nodes: Accommodate jobs. Housing and retail.
- Sense of neighborhoods.
- Linkages: trails/retail.
- More job development in (E) residential areas.
- Variety of housing types including within communities.
- Concentrate (N) development around (E) transit.
- Contiguous viable green space.
- Development should happen together (retail/jobs/housing/parks).

Table 2



Table 3.

- High rise housing and job centers in downtown extending west across 87, south along Southwest Expressway and near BART stations.
- Several nodes of mid-rise housing and job centers along light rail stations
- Mid-rise housing on Saratoga Avenue, Stevens Creek and Communications Hill. Mix of housing and jobs in north Coyote and east Evergreen and Hitachi site. Cluster of housing and jobs around Oakridge Mall.
- Smaller clusters around Camden/Leigh, north of Kelley Park along Capitol Expressway.
- Add retail near new clusters, light rail, BART, etc.
- Trail along Guadalupe River.
- Minimize growth in single family areas..

Table 3



Table 4.

- Will growth come?
- Build along corridors.
- Convert Reid-Hillview to H.D. and Eastridge. Mixed use.
- Blue/green collar jobs. Monterey Corridor.
- North San Jose – jobs/housing.
- Stevens Creek – mixed use.
- Capitol Light Rail Transit corridor/BART.
- Jobs/housing – Edenvale job center.
- Convert residential along arterials (Hillsdale, Meridian, etc.)
- Not all housing accommodated.
- Encourage tourism.
- Guidelines for youth hostels (i.e. proper zoning, Frat zones okay, etc.)
- Places for fun activities – museums
- More transportation planning – high speed transit
- West San Jose built out – no vacant land
- Emulate Brazilian “Caratschibo” transport and street system.
- Convert Reid-Hillview airport to jobs/housing.
- Intensify Eastridge to high density/mixed use.

Table 4



Table 5.

- Develop around proposed Light Rail stations.
- Bring jobs to where people live (i.e. Almaden).
- CBD/village concept is advantageous.
- Increase some low-density residential areas to MDR when it is re-developed (particularly at major junctions).
- Job growth and housing along Light Rail and arterial junctions.
- Increase housing density along Santa Teresa/87 corridor.
- Retail and housing that is complimentary to businesses along Guadalupe corridor.
- Approve 49ers stadium and A's to Fremont.
- Continue to increase density and housing downtown.
- Add jobs and housing around Eastridge and Reid-Hillview.
- Jobs and housing along Monterey highway at and around county fairgrounds.
- Some housing and job growth along Stevens Creed near Santana Row.
- More jobs in industrial areas south and downtown (i.e. Spartan Keys).
- Increase housing density and jobs around BART stations.
- Increase jobs and housing around Berryessa BART (create a Berryessa "downtown").
- Better trail connections and better retail around trails.
- Develop inclusionary housing programs for teachers, etc.

Table 5



Table 6.

- Higher density/buildings in the downtown area
- Maintain industrial lands under flight path.
- Northern Glen could have up to three stories with mix use and park land behind it.
- Rather than concentrate on sprawl, concentrate growth in areas already developed, such as the transit corridors.
- We need to have more places with more character.
- Create a Portuguese town at Julian and 101.
- Create areas for affordable housing, such as San Jose State University.
- Like to see historic areas preserved.
- Locate high density near transit corridors.
- I would like to have retail near my house. Not big stores but little places like Subway, bookstores, etc.
- Green where creeks/open space should remain as is, especially creeks that lead to bay.
- Provide bike trails along creeks/railroad spurs, etc.
- Problem: city plans for things to happen, such as Capitol Expressway Light Rail and it never happens.
- We need more blue (jobs!). Too much housing.
- Concentrate Little Saigon area turn it into a node.
- Have Campbell be higher density.
- Scatter and connect parks throughout the city and connect them with trails – avoid using cars.
- Nobody but San Jose gets retail (not Campbell, Los Gatos, etc.).
- Keep southern San Jose open space.
- Midtown is ready for development.
- Provide open space near housing so people don't have to drive to south San Jose.
- Worried about putting growth in the wrong areas.
- Encourage higher density in Los Gatos.
- Reduce minimum lot size to encourage infill and granny units.
- Our neighbors can take their share of density.
- Build in existing vacant lots and housing is concentrated in and downtown.
- Part of our strategy was to build along transit corridors to reduce time for travel and CO₂ emissions from vehicles traveling from home to work and vice versa..

- Also to connect areas of high density with protected green ways where existing.
- Our strategy didn't include disturbing existing housing areas or building in South San Jose → Coyote Valley.

Table 6



FLIP CHART TRANSCRIPTION
Table Exercise Notes
Edenvale, Thursday, September 4, 2008

Table 1.

- Preserve jobs – with the housing – if you knock down job centers replace them with jobs not just housing.
- Focus growth in downtown
- Provide a good mix of residential areas and jobs.
- Allow multiple story businesses – convert single story buildings into one to three stories.
- Revamp Monterey Road. It's so run down. Improve the whole area. Provide a mix of retail and housing.
- Provide residential areas and jobs downtown.
- Provide more jobs and homes along transit lines.
- Leave hillside areas open.
- Keep growth in city in areas already developed. Do not grow out.
- Build multi-story buildings in areas where industrial buildings aren't being used.
- Improve/expand our shopping malls. Make the existing shopping centers more attractive so people will drive to the one closer to them rather than the one across town.
- Build multi-story buildings in industrial lands (e.g. industrial below with office above).
- Every time you move/lose a business, you lose employees.
- Create trendy new neighborhoods that are close, but not centered, in the downtown area.
- Like a lot of parks, but not sure where to put them.
- Most downtown areas are based on the ocean, a bay or a river. Ours is just there. Create more green space downtown.
- Put housing where there is existing houses to provide services.
- Provide "green tops", rooftop gardens and atriums with a lot of greenery.
- Create parks in areas that don't already have parks.
- If they are building high rises, require parks and open spaces between them.
- In north San Jose, fill it in with higher buildings but don't fill it with too many jobs because everyone will drive there.
- Like to keep Capitol Expressway the same.
- Provide a completely modern neighborhood.
- Provide opportunities for more single family houses and housing opportunities.

- Reverse the flows of traffic. Concentrate growth along transit lines.

Summary

Our strategy includes...

- A downtown with an even mix of businesses and residential buildings.
- Improving Monterey Highway, especially the CalTrans area.
- Upgrading the existing malls/shopping centers.
- In the industrial areas, building upwards to allow residential and retail mix in there, too.
- Reversing the flow traffic by putting new jobs in areas where jobs don't exist.
- Creating trendy neighborhood east of downtown.
- Providing more housing in south San Jose *north* of Coyote Valley.
- Preserving the hillside areas.

Table 1

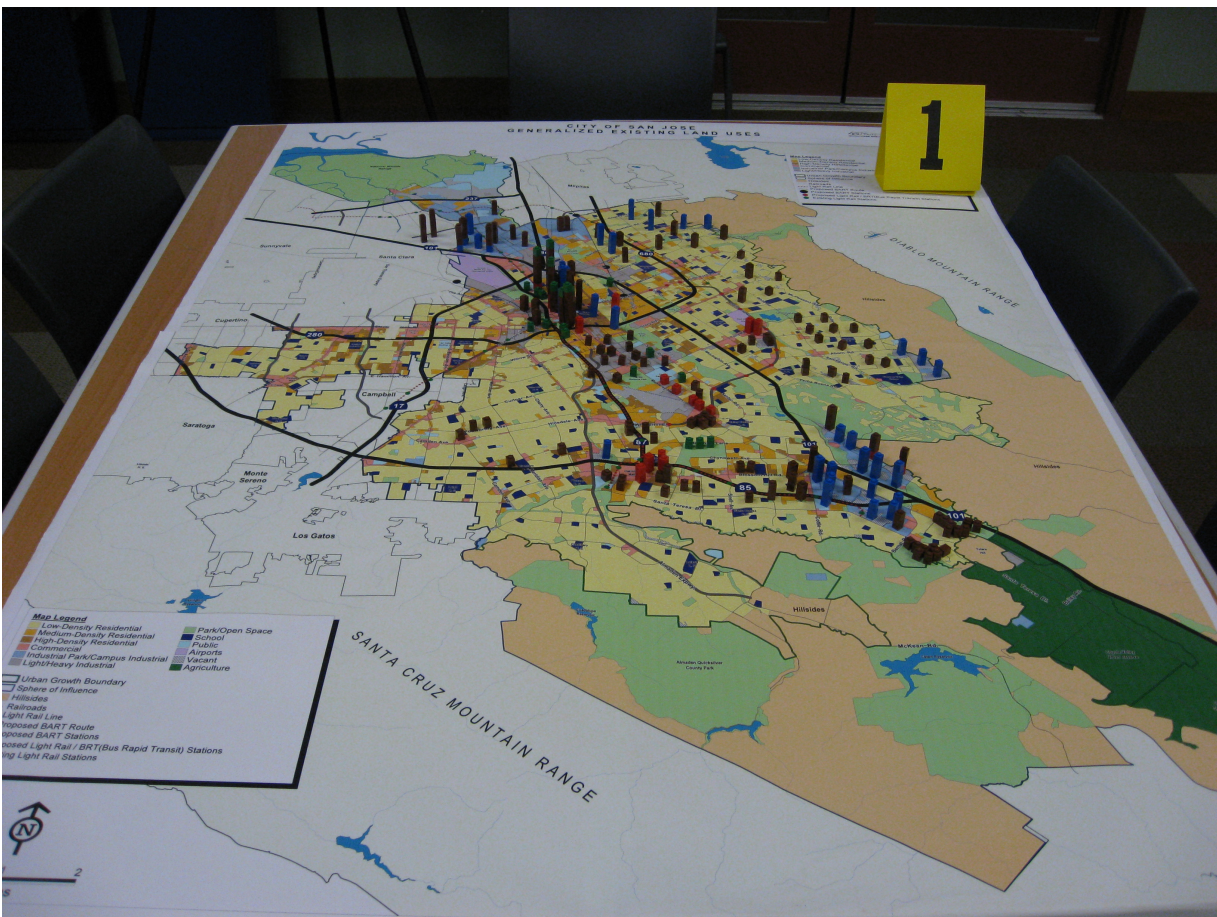


Table 3.

- More houses along major highways.
- More amenities to improve quality of life. Increase San Jose's marketability and image.
- Housing near freeways with accessible job centers.
- Jobs far enough from freeways to avoid traffic jams.
- More jobs around existing low density housing.
- Differentiate neighborhood parks from sport complexes (i.e. softball, soccer, baseball, etc.)
- Balance – spreading out.
- Select an area for a major scale park (i.e. Central Park, Golden Gate Park, etc.)

Table 3

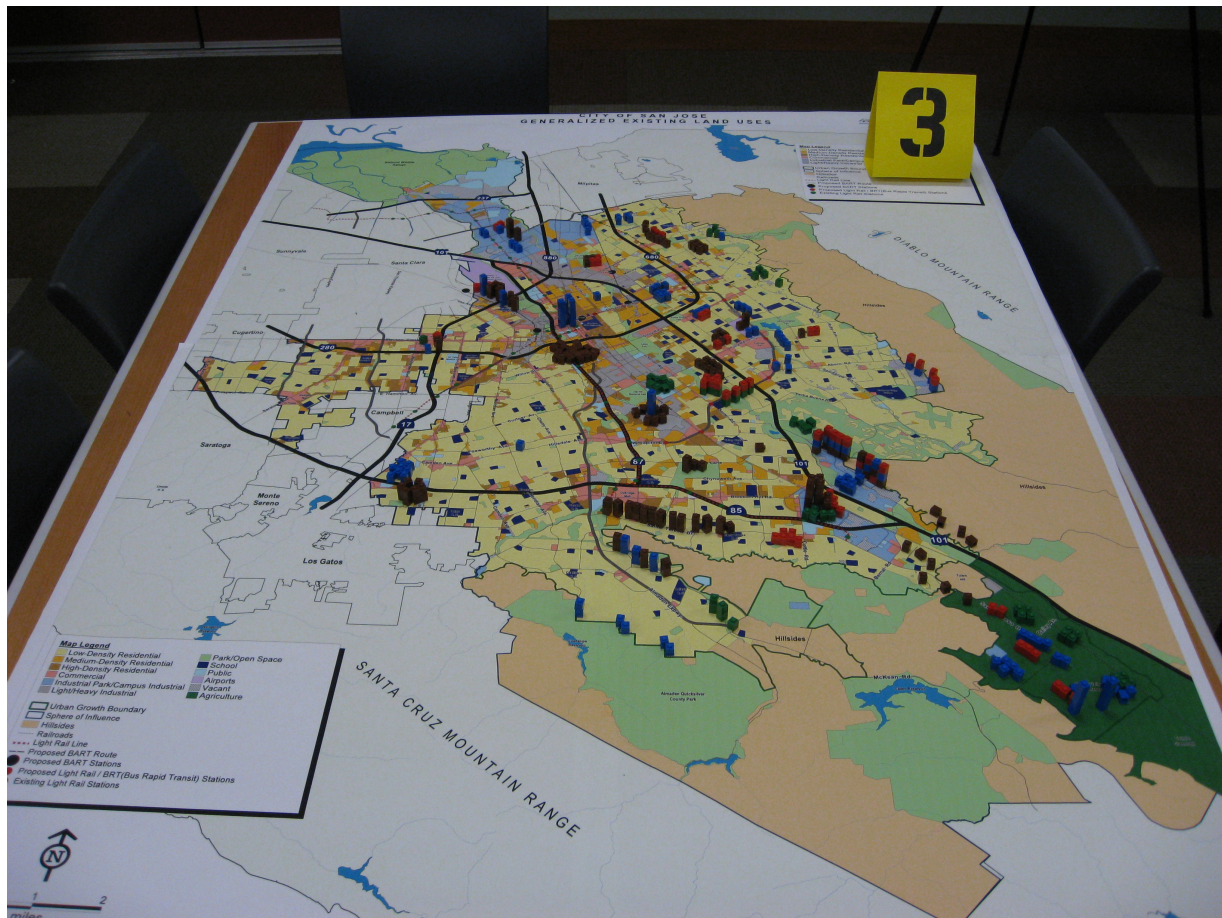


Table 4.

- Mass development around BART stations.
- Continue high density mixed use development downtown.
- High density housing and commercial and retail around BART and Light Rail stations.
- Create communities around BART.
- Bike lanes along Santa Clara Street.
- Provide jobs in south of city to aid communities.
- Place retail near other jurisdictions (i.e. Los Gatos) = Tax \$ to city.
- Jobs and retail in Evergreen. Jobs aid commute.
- Almaden would benefit from retail shopping strip/CBD similar to Lincoln Street in Willow Glen.
- Continue intensification of jobs and housing, following north San Jose development policies.
- Jobs intensification on west side along Stevens Creek.
- Intensify housing along 13th street near downtown.
- Higher density housing and jobs around Great Mall Light Rail station and future BART station.
- Intensify uses (i.e. housing, jobs, and retail) along Alum Rock Light Rail line since it is the most under-utilized line.
- Jobs and housing growth around Hitachi site/Edenvale area.
- Hotels close to Santa Clara/49er Stadium.
- Preserve marshlands in Alviso.

Table 4



FLIP CHART TRANSCRIPTION
Table Exercise Notes
Berryessa, Saturday, September 6, 2008

Table 1.

- Accommodating jobs creates negative impacts in San Jose.
- Need balance.
- Transportation problem.
- Need better transit to mitigate traffic.
- Mixed use is good. Mom and pop shops.
- Jobs should go in north San Jose.
- At night no one is north San Jose. Can we do mixed use?
- No expansion in neighborhoods.
- Growth should go along Alum Rock.
- North San Jose is already developed.
- Develop Willow Glen!
- Growth should be spread out in the city.
- Do not want to use car.
- Growth should be placed along TOD's.
- Infrastructure should develop with increase in density.
- Develop along North 1st.
- Too much density in the city. Need to develop Coyote Valley (*no agreement on this point*).
- Activity parks next to density.
- Housing in San Jose is not affordable. Housing units should be smaller.
- Would like to take bus to shopping center.

Summary

- Intensify along TOD's. Need better transit to go along with growth.
- Intensify downtown.
- No new development along edge of city.
- Regional Park along 101.
- Driving to locations should be reduced.

Table 1

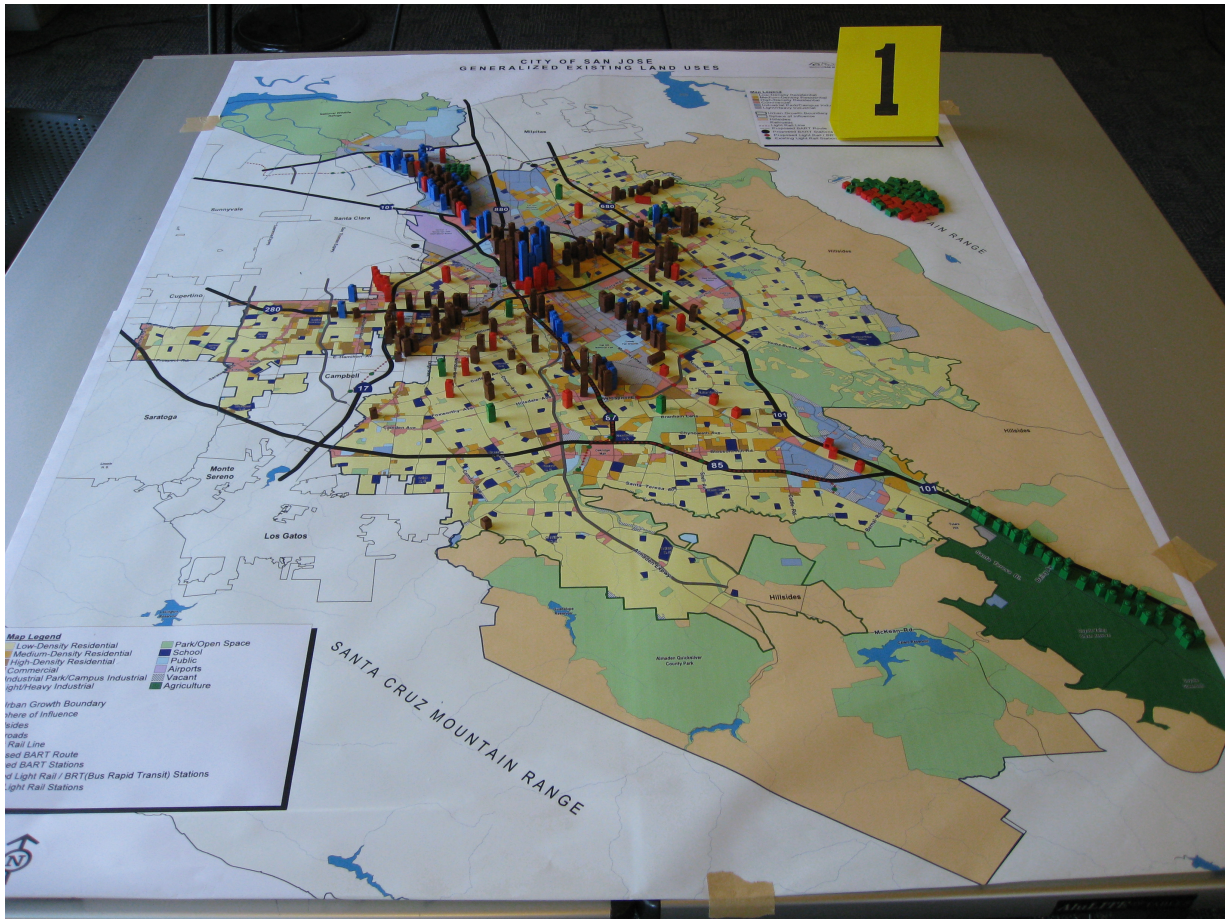


Table 2.

- Stop BART at the Milpitas Great Mall – Use buses/MTA to service San Jose (**no group consensus**).
- **Key Strategy (KS)** Existing employment areas are concentrated in the north and south. Distribute jobs throughout the city to shorten commutes.
- **(KS)** Mixed use development along transportation corridors and downtown.
- Add more housing in the eastern hillside areas with new parks and open space (**no group consensus**).
- **(KS)** Add jobs on vacant lands located in existing neighborhoods and residential areas.
- **(KS)** Add more high density housing in **north** San Jose and require parks and open space as part of residential development (throughout city).
- Add “green” companies and jobs in Alviso (in relationship to habitat and open space areas) and add residential nearby to ensure short commutes to those green jobs.
- More neighborhood-serving commercial at Piedmont and Sierra.
- **(KS)** More jobs/employment on eastside of San Jose on vacant lands with residential areas.
- **(KS)** **More** green jobs in downtown and more mixed use development in downtown.
- More jobs and residential areas in Communications Hill area.
- **(KS)** Don’t forget to build schools with all this new residential areas.
- **(KS)** Always do parks and open space with new high density residential areas and job developments.
- **(KS)** Mix of all new uses in Evergreen on vacant lands.
- **(KS)** Add more **housing** and jobs in Almaden valley (more density). Create a new Santana Row, too.
- **(KS)** Expand open space and habitat areas of Alviso.
- A few jobs and housing in Coyote Valley agricultural areas (**no consensus of group!**).
- No growth areas:
 - South Coyote Valley/agricultural lands (outside UGB).
 - To a certain extent – Alviso area.
 - Beware of increasing density. It increases traffic, too.

Table 2

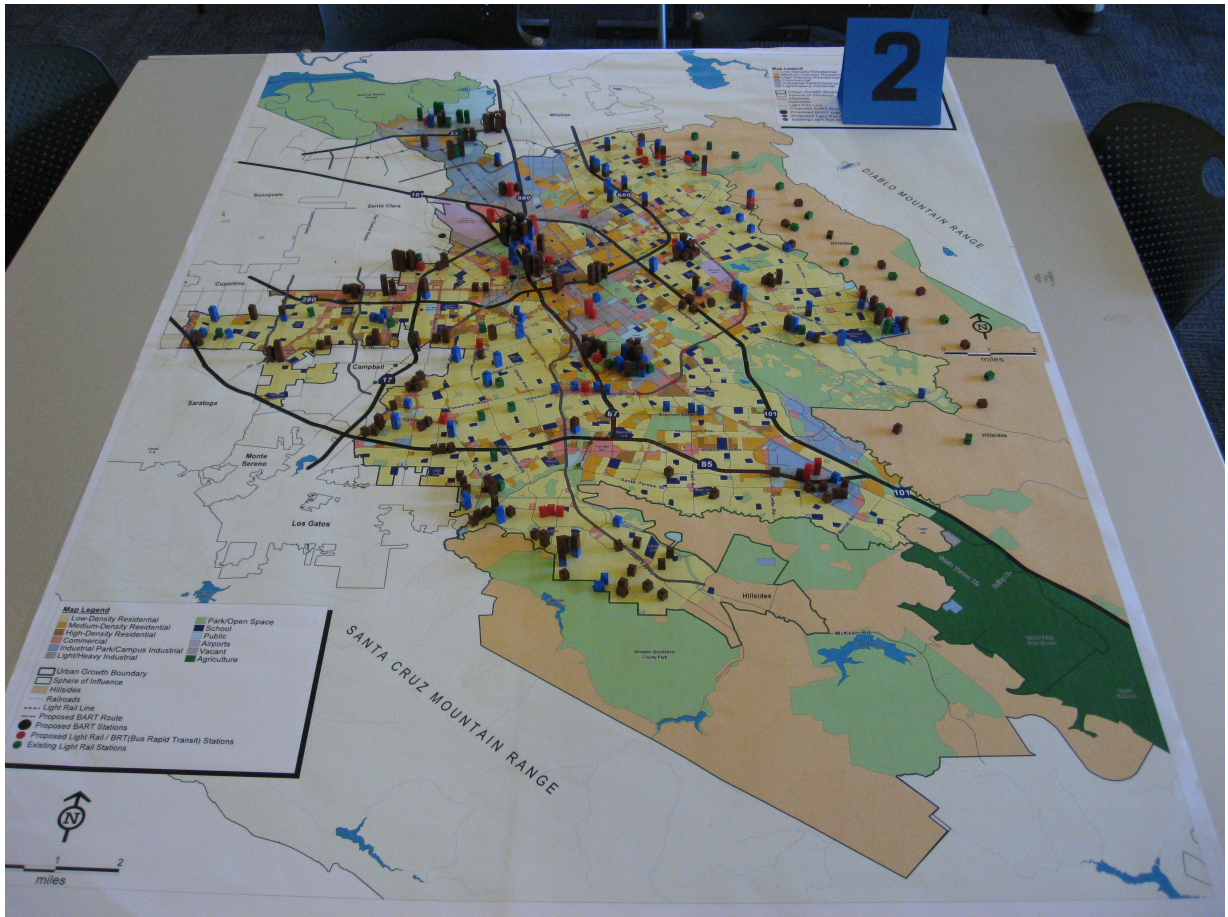


Table 3.

Comments:

- Several dense housing units by train station between Diridon and downtown.
- More dense housing where there is SFM.
- Housing on the way to downtown.
- Dense housing in north San Jose next to Light Rail office.
- Employment in north San Jose (vacant area) by 237.
- San Jose should have a national sports team like the 49ers. Stadium will make the city more visible.
- PGA Tournament in San Jose.
- More housing should be towards the west to avoid development near greenbelt.
- Intensify use along transit lines.
- Too many jobs in north San Jose. Needs to be balanced.

Observations:

- Not much housing, open space "*legos*" by Campbell and Cupertino area.
- Lot's of blue "*legos*" in north San Jose.
- High density along Santa Clara.

Summary:

- It is possible retail will not survive because of the internet service growth distribution facilities to stock internet services.
- 237 more industries. Balance so we can compete with other cities along 880.
- Will need more office/jobs near high density residential (HDR) areas for balance.
- Projections for BART. Systems bleeding \$ -- disproportionate in housing/jobs. There is an imbalance.
- Sports-teams that give San Jose more recognition.

Table 3

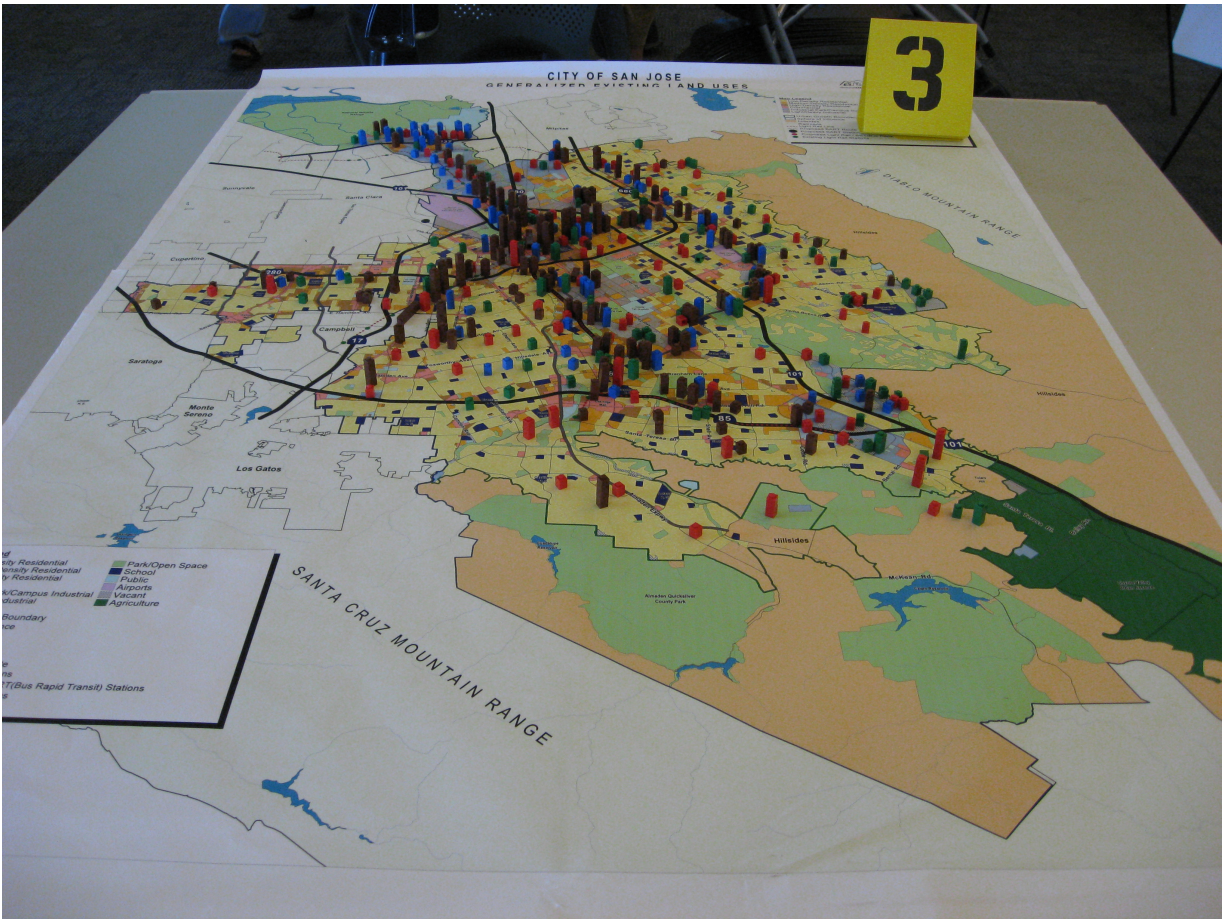


Table 5.

- Transit first approach: enhance, funded and improve it.
- Housing along (E) transit corridors
- consider where there is existing housing
- More jobs in north San Jose – job center.
- Build out north San Jose vision and 32k housing units.
- Redevelop Agnews – jobs and housing.
- Edenvale job center
- More high rises on parking lots (doesn't mean destroy current housing).
- Housing along Capitol Light Rail Transit.
- Additional jobs in Coyote? Split vote.
- Have to build *entitled* jobs.
- Reid-Hillview as future job center for the city.
- Create new transit corridors.
- Connect trails. “*Swath* of green throughout city”
- More NBDs.
- Consider water table when locating growth issue in Coyote.
- Build balanced mini communities with schools, commercial, jobs and housing.
- Put in some nice big new parks.
- Put jobs near jurisdictional borders to lure tax dollars.
- Mixed-use in areas of development particularly along NBDs and existing transit.
- Full service communities less reliant on car.
- Build (E) vacant land out before we extend services/development.
- Fine grain development.
- Infill growth first.
- Consider water services when locating new development.
- Build along (E) funded transit.
- More mixed use.
- Better use in NBDs.
- Build out north San Jose.
- Agnew, Reid-Hillview.

- Utilize (E) vacant land and infill sites.
- Trail system – green finger. East, west, north and south connectivity.
- Coyote needs transportation before housing. Can put some jobs first.
- Spread out density – whole city approach.

Table 5

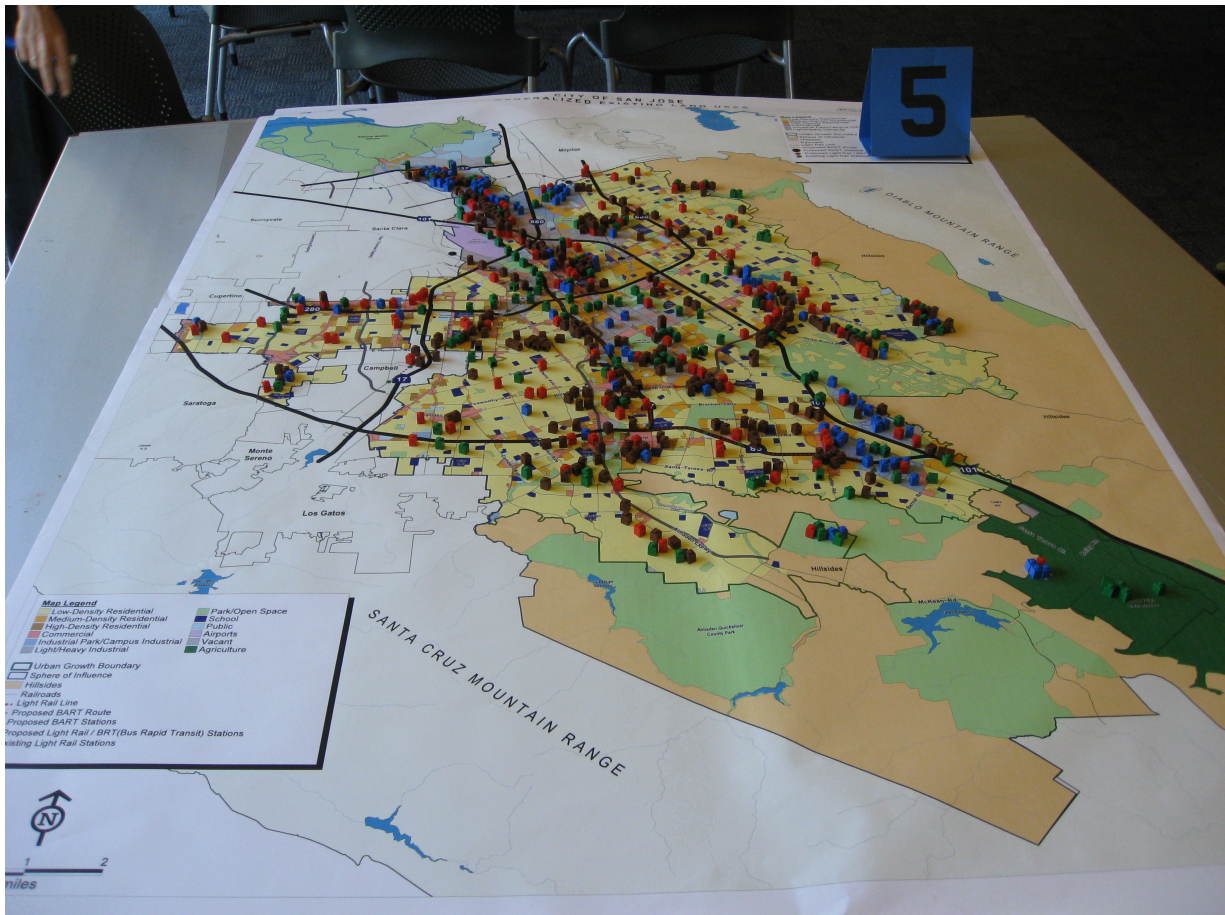


Table 8.

- Housing near existing jobs.
- Housing near transit (LRT/BART).
- Housing to replace Reid-Hillview airport.
- Housing with and close to jobs.
- Growth for the downtown.
- Parks necessary for living – makes places livable.
- Need to intensify existing neighborhoods.
- Green spaces on top of buildings.
- Intensify existing industrial (e.g. Edenvale).
- Revitalize older corridors.
- Jobs near TODs.
- Jobs near Guadalupe Park.
- Attitude towards density is changing.
- Need to go high rise. Can't get around it.
- Intensify Evergreen. (No existing traffic problems with jobs and housing.)
- More services within existing neighborhoods (e.g. medical services).
- Create green buffers along the existing waterways.

Summary

- Intensify existing (transit and commercial) corridors with jobs, housing and services.
- Increase density within already developed (e.g. downtown, Santana Row). (More tall buildings.)
- Scatter services within the existing neighborhoods.
- More mixed use.
- Disagreement about no growth. (Growth areas in Coyote valley.)
- Enhance existing green areas – e.g. along waterways for a variety of uses – non-motorized transportation corridors.
- More green roofs, more parks in the downtown.

Table 8

